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TO:	FROM:
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COMPANY:	DATE:
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RE:	RECIPIENT'S REFERENCE NUMBER:
Response To Notice Of Non-Compliant Amendment	09/715,308

URGENT FOR REVIEW PLEASE COMMENT PLEASE REPLY PLEASE RECYCLE

NOTES/COMMENTS:

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UTILITY PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

#9/B
10/28/02
Bmore

In re application of: GIBBS et al

Group Art Unit: 3661

Serial No.: 09/715,308

Examiner: M. Marc-Coleman

Filed: November 17, 2000

For: METHOD AND SYSTEM FOR ENTERING DATA WITHIN A FLIGHT PLAN
ENTRY FIELD

Attorney Docket No.: H0001797

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RESPONSE TO NOTICE OF NON-COMPLIANT AMENDMENT

FAX RECEIVED

Assistant Commissioner of Patents
Washington, D.C. 22031

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Commissioner:

In response to the Notice of Non-Compliant Amendment mailed September 19, 2002 regarding the Response and Amendment mailed by our office on August 22, 2002, attached please find a clean version of the replacement paragraphs as required under 37 CFR 1.121(b)(1)(ii). In accordance with the instructions set forth in the above-referenced Notice of Non-Compliant Amendment, Applicants are not re-submitting the entire Amendment.

In the specification:

Please replace the paragraph beginning on page 2 line 6, with the following rewritten paragraph:

For example, in current generation aircraft, flight management systems require a user to use a manual entry methodology based on the entry of text on a keypad and entering the text identifiers into the FMS by selecting line select keys that surround the display area (such as seen in Figure 1). Thus, for example, a waypoint is manually entered into a keypad entry area or scratchpad 4 on a keypad (not shown in Figure 1), and then a line select key 16 is selected to enter the contents of the scratchpad into the corresponding field (see Figure 1) on a display 14. In the current systems, such manual entries are made in different areas or fields on the display 14. For example, in a typical control and display unit (CDU) or multifunction CDU (MCDU) as depicted in Figure 1, if the air traffic controller requires the operator of the aircraft in an airway routing to follow airway J102 between location ZUN and location GOSIP, the specific text ZUN must be manually typed on a keypad and entered in the display field on the right at the 4th line select key (4R), the text J102 must be typed on a keypad and entered in the display field adjacent to 5L, and the text GOSIP must be typed on a keypad and entered in the display field 5R. Text entry is tedious because the pilot must stop typing, look at the display and decide where each entry goes before the next item can be entered. Moreover, the keypads do not follow a standard QWERTY key pattern, thereby making it difficult to quickly manually enter text. If a mistake is made, the system displays an error message in the scratchpad (such as, for example, "INVALID ENTRY"). In this event, the scratchpad 14 must be cleared manually before the entry can be re-entered.

[Please replace the paragraph beginning on page 3 line 3, with the following rewritten paragraph:]

As stated previously, flight crews often complain that such manual text entry for any component within an aircraft's FMS is difficult, cumbersome, requires too

B1
much heads-down time and is often difficult to predict the outcome of such text entry. Moreover, the problems associated with such manual text entry are exacerbated for short flight periods, for aircraft which travel at much higher speeds (such as supersonic aircraft) and for those aircraft having a limited crew to fly the aircraft. In some situations the crew abandons use of the FMS because the cockpit workload is too high to allow for reprogramming the system. In such cases, the pilots decide to fly the airplane using the aircraft's autopilot function.

Please replace the paragraph beginning on page 5 line 12, with the following rewritten paragraph:

B2
The accompanying figures further illustrate the present invention and, together with the detailed description of the invention, serve to explain the principles of the present invention.

Please replace the paragraph beginning on page 10 line 17, with the following rewritten paragraph:

B3
Once the flight plan entry field 114a contains the desired text (e.g., corresponding to a waypoint, airway or procedure), the operator can either accept the entry or begin entering the next identifier 114a. In older text-based flight management systems which includes a CDU or MCDU, the operator can accept the entered text by pressing a line select key (such as item 16 shown in Figure 1). In newer graphically oriented flight management systems, the operator can accept the entered text by a cursor control device or by the keyboard 104. In each case, the computer means determines that the most likely waypoint or text identifier is the identifier that is geographically closest to the previous flight plan waypoint and that lies in the general direction of the destination. For example, in one embodiment illustrated in Figure 4d, a point that approximately lies in region R is considered to be within the general direction of the destination D. Those of skill in the art will

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realize that other means of determining the most likely waypoint in the general direction of the destination exist, and may be based on such factors as customer requirements or geographical relationship to the approach and arrival procedures available at the destination airport D. Thus, when the operator accepts the change, the aircraft's flight-plan is modified such that the new flight-plan rejoins the previous flight-plan stored in the flight management system or results in a "hole" or disconnect in the flight plan (appropriate in some circumstances).

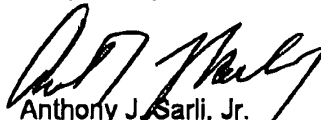
CONCLUSION

Should the Examiner have any questions or wish to further discuss this application, Applicant requests that the Examiner contact the undersigned at (480) 385-5060.

If for some reason Applicant has not requested a sufficient extension and/or has not paid a sufficient fee for this response and/or for the extension necessary to prevent abandonment of this application, please consider this as a request for an extension for the required time period and/or authorization to charge Deposit Account No. 50-2091 for any fee which may be due.

Respectfully submitted,

Dated Oct. 11, 2002


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